



Asymmetrically steering rolling device

BACKGROUND OF THE INVENTION

This invention relates to steered rolling devices, for
5 example roller skates, multi tracked skates, skis on wheels.

As far as the mentioned rolling devices are to be steered by
leaning sideways they steer the same way on either side.
The state of the art is for example shown by US6,755,425 or
10 EP1213043B1, which disclose a steering mechanism containing
two wheels guided by a laterally oriented closed
parallelogram or trapezium fourbar linkage. FIG. 1 shows the
state-of-the-art steering mechanism. Part of the frame 20 is
cut away so that the steering mechanism can be seen. FIG. 1
15 shows horizontal cross-guides 13, 14, which are rotatably
secured to extensions 8 of the frame 20, the axes of rotation
being 2 and 2a. In order to provide the rotation around axis
2 two spherical bushings 15, 16 are used; in order to provide
rotation around axis 2a one spherical bushing 17 is used. The
20 contour of the boot is indicated.

A pair of rolling devices is attached to the two legs of the
skater. Upon slaloming, in particular when skating along a
circle, both legs perform tracks with equal curvature, which
25 are offset by the legs' distance. Hence one track crosses the
other so that parallel skating is disturbed eventually
causing the skater to fall down and suffer injury. This
interference can be avoided by using technical means, which
let the outer skate perform a wider curve than the inner
30 skate.

DE10135481A1 discloses one solution to the problem insofar as
two fixed wheels oriented one behind the other providing a
lateral offset so that upon leaning to one side the first
35 wheel has contact to the ground, upon leaning to the other

side, the second wheel has contact to the ground. Hence turning left provides a wheel-base which is different from the wheel-base when turning right providing the desired difference between the left curve radius and the right curve
5 radius. However this solution is disadvantageous, as when turning left or right either the one or the other wheel lifts from the ground which results in a bad tracking behavior. Furthermore the wheels suffer from asymmetric wear. Therefore it is desirable that the asymmetric steering is intrinsically
10 provided by the steering mechanism itself.

BRIEF SUMMARY OF THE INVENTION

The purpose of the invention therefore is to design the steering mechanism in a way that the steering effect
15 generated by the sideways leaning to the left is different from the steering to the right.

Based on the known rolling device to be used on the ground which is symmetrically steered by leaning sideways,
20 consisting of an upper boot, a frame attached to the upper boot and at least one steering mechanism, the steering mechanism consisting of one pair of wheels oriented side by side, wherein the two wheels are rotatably affixed to two wheel holders and wherein the two wheel holders are pivotably
25 interconnected using an upper horizontal cross-guide and a lower horizontal cross-guide so that a parallelogram or trapezium-like closed fourbar linkage results, wherein the two horizontal cross-guides are rotatably affixed each to the frame, wherein the direction of the rotation axes makes a
30 solid angle α with the direction of the pivot axes of the closed fourbar linkage, wherein the two cross-guides and the frame have bore-holes which accommodate axles, bearings or spherical bushings allowing rotation around the said rotation axes, the purpose of the invention is achieved by the said
35 bore-holes being positioned so that the vertical projection

of the said rotation axes onto the ground each make a solid angle β beyond zero to the vertical projection of the pivot axes of the closed fourbar linkage onto the ground.

5 BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWINGS

FIG. 1 shows a side view of a skate including the state-of-the-art steering mechanism, showing the lateral projection of axis 2 which is at an acute angle α with respect to the middle line 3 which is parallel to the four pivot axes of the closed fourbar linkage.

FIG. 2 shows details of the invented asymmetrically steering mechanism as seen from the bottom, disclosing the solid angle β extending between the vertical projection of axis 2 and the vertical projection of the middle line which is assumed here to be parallel to the four pivot axes of the closed fourbar linkage, the middle line appearing projected as the line 3 in FIG. 2(b).

FIG. 2(a) shows the steering mechanism as seen from the front, omitting one extension 8.

FIG. 2(c) shows the upper cross-guide 13 as seen from behind.

DETAILED DESCRIPTION OF THE INVENTION

In particular it is shown (FIG. 2(b)) that the spherical bushings 15, 16 from the upper horizontal cross-guide 13 are located diagonally off-center with respect to the middle. It can also be seen that the spherical bushing 17 from the lower cross-guide is located off-center with respect to the middle.

Spherical bushings need not necessarily be used. A person familiar with the art may use other technical means like axle bore-holes and axles or the like in order to provide the cross-guides with the capability of rotation with respect to the extensions 8 of the frame, given that the axis of rotation has the position and the direction as disclosed in this invention.

It is desirable that the two wheels 1a, 1b carry equal loads at any lean angle. This is achieved by having the axes 2, 2a intersect the vertical middle plane in points M, M2, where
5 the intersection points M, M2 are located on the vertical line 19 through the wheel axis 7. The vertical middle plane is defined by being perpendicular to the wheels' axes 7 and being located centrally between the two wheels 1a, 1b.

10 The angle beta turns out to be proportional to the angle alpha squared and proportional to the desired difference between the two curvatures, i.e. the legs' distance, and to be inversely proportional to the wheel-base. This relation can be derived easily by considering the geometry of the
15 invented system. This invention allows many combinations of the angles alpha and beta, as required by the type of intended application.